



**All Access Alternatives included the following considerations:**

- Use of existing SR 37
- Avoidance of cemeteries
- Avoidance of Superfund Sites
- Interchange Spacing and Safety Guidelines
- Minimization of floodplain impacts
- Avoidance of public parks and historic resources
- Incorporation of local land use and transportation planning

Area Type	Access Options	Alternative's Option(s)			Reason for Option(s)	Advantages	Disadvantages
		Tier 1 3C Access Plan 1	Access Plan 2	Access Plan 3			
Urban	That Road Overpass		X	X	No interchange is possible due to proximity to the southern terminus; and either road provides the same basic east-west access.	Better emergency services route	Hard stop would result at Rockport Road intersection
	<b>OR</b> Rockport Road Overpass	X				Better overall east/west mobility	Reduced access to developing areas on That Road
	Fullerton Pike Interchange	X		X	Both offer adequate spacing from the southern terminus; however, the access points are too close together to allow interchanges at both	Reduced lanes and interchange footprint	Requires upgrade to Fullerton Pike; west side terrain challenges
	<b>OR</b> Tapp Road Interchange with Collector/Divider (CD) System		X			CD System designed to ease through-traffic on main travel lanes while allowing local access	Wide interchange footprint; mainline traffic access reduced; and opportunities to enter and exit mainline are limited
	Vernal Pike Overpass		X		No interchange possible due to proximity to SR 46	Overpass may be preferable for bike/pedestrian options	Elevated bridge structure would be required
	<b>OR</b> Vernal Pike Underpass	X		X		Underpass would be a better match with existing terrain	Drainage design under roadway may be challenging
Urban/Rural transition area	Acuff Road Overpass		X	X	No interchange possible due to proximity to SR 46 interchange	Overpass would facilitate access to high school and allow east-west bike/pedestrian options	Overpass would result in west side terrain challenges and would encroach on the Maple Grove Rural Road Historic District
	<b>OR</b> Acuff Road – No Overpass	X					
	Kinser Pike Interchange		X	X	Both offer adequate spacing from the SR 46 interchange; however, the access points are too close together to allow interchanges at both.	Reduces floodplain impacts; accommodates current & future development; allows access to high school; good terrain	Potential impacts to residences and farmland
Rural	<b>OR</b> Walnut Street Interchange	X			Spacing considerations between these access points; goal is to optimize access to developing "urban" cluster	Unofficial "Gateway to Bloomington"; maintains existing interchange access	Floodplain impacts; limits development potential southeast of Kinser Pike
	Sample Road Interchange	X				Existing infrastructure in place; easy terrain	Limits additional development potential
	<b>OR</b> Chambers Pike Interchange			X	Better access to "urban" area & emergency services; maximizes opportunities for development	Fewer residential/business impacts	Challenges mobility patterns and impacts Morgan-Monroe State Forest
	<b>OR</b> Sample & Chambers Interchanges		X			Interchange spacing is closer together than optimal for a "rural" area	
	SR 37 Split – all 6 mainline lanes on west side; northbound SR 37 used as access road	X			To provide, or not provide, an access road in this area	Use of northbound SR 37 as access road	Loss of existing visual aesthetic; presents terrain challenges
	<b>OR</b> SR 37 Split – 3 lanes on each side; no access road		X	X		Maintains visual aesthetic	Does not provide access road
	Paragon/Pine Interchange	X		X	The access points are too close together to allow interchanges at both.	Direct Access to Morgan-Monroe State Forest; fewer roads required for parcel access	More residential and forest impacts
	<b>OR</b> Liberty Church Interchange		X			Easy terrain; better access to farms and developing areas; maintains existing mobility patterns to west	More farm impacts